(3)

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CBQ03

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Loveland **CODE#** 061- 45108

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9/16/2004

CONTACT: Tom Carroll, Assistant City Manager **PHONE #** (513) 683-0150, ext 1454

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 583-3040 **E-MAIL** TCarroll@Lovelandoh.com

PROJECT NAME: Five Points Intersection Improvement

SUBDIVISION TYPE
(Check Only 1)
__1. County
_X_2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $_____
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_X_1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 737,694.00 FUNDING REQUESTED: $ 368,847.00

OFFICE OF NEW RURLINGTON
COUNTY ENGINEER
2004 SEP 17 PM 12:45

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT:$ 368,847 LOAN ASSISTANCE:$_____
SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.
RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check Only 1)
___State Capital Improvement Program ___Small Government Program
X Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$_____.00	_____	_____
	2. Final Design	$_____.00	_____	_____
	3. Other Engineer Services *	$_____.00	_____	_____
	Supervision	$_____.00		
	Miscellaneous	$_____.00		
b.)	Acquisition Expenses:			
	1. Land	$_____0.00		
	2. Right-of-Way	$_____0.00		
c.)	Construction Costs:	$ 670,631.00	_____	_____
d.)	Equipment Purchased directly:	$_____.00	_____	
e.)	Other Direct Expenses:	$_____.00	_____	
f.)	Contingencies:	$ 67,063.00	_____	_____
			_____	
g.)	TOTAL ESTIMATED COSTS:	$ 737,694.00		

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

			%
a.)	Local In-Kind Contributions	$_____.00	
b.)	Local Public Revenues	$ 268,847.00	36.4%
c.)	Local Private Revenues	$_____.00	
d.)	Other Public Revenues		
	1. ODOT PID# _____	$_____.00	
	2. EPA/OWDA	$_____.00	
	3. CDBG	$ 100,000.00	13.6%
SUB TOTAL LOCAL RESOURCES:		$ 368,847.00	50.0%
e.)	OPWC Funds		
	1. Grant	$ 368,847.00	50.0%
	2. Loan	$_____.00	
	3. Loan Assistance	$_____.00	
SUB TOTAL OPWC RESOURCES:		$ 368,847.00	
f.) TOTAL FINANCIAL RESOURCES:		$ 737,694.00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Five Points Intersection Improvement

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

This project is located in the Clermont County portion of the City of Loveland and consists of the intersection of the following five (5) roadways: Second Street (State Route 48), East Broadway (State Route 48), East Broadway (not part of State Route 48), Broadway Street and Second Street (not part of State Route 48). Included with this application is a location map that identifies the project area (see attached). The project involves realigning this intersection to improve it from its current level of service (LOS) of D (a.m.) and C (p.m.) to an improved LOS of A (a.m.) and B (p.m.). The project also involves the replacement of aged four-inch (4") water lines, as well as the relocation of water, sanitary sewer, stormwater, telephone and electric utilities. Approximately 18,600 existing daily users will benefit from the improvement.

PROJECT ZIP CODE: 45140

b: PROJECT COMPONENTS:

The project includes realigning the above-mentioned streets to improve traffic flow. The City is proposing to signalize the realigned intersection. The bulk of the project costs are associated with the intersection realignment and signalization. Because the intersection is the only route from downtown Loveland to the oldest, historic sections of Loveland in Clermont County, the intersection has multiple utilities traversing through it. Some of these utilities are quite old and need to be relocated and/or replaced.

The project costs include:

- Removing existing pavement, a tree, curbs and sidewalks.
- Resurfacing realigned intersection with new asphalt, installing replacement curb and gutter and replacing paver walkway.
- Adding a new traffic signal and new associated signage.
- Restriping and remarking the entire intersection area.
- Replacing existing landscaping.
- Relocating electric and telephone utilities.
- Replacing an eight-inch (8") water line.
- Replacing four (4) fire hydrants.
- Replacing a four-inch (4") water line with an eight-inch (8") water line along Broadway Avenue to serve the revitalization of the Nisbet Lumber site and possible redevelopment between the intersection and the CSX Railroad tracks.
- Relocating a twelve-inch (12") stormwater line.
- Relocating eight (8) stormwater catchbasins and adjusting three (3) storm manholes.
- Replacing an aging eight-inch (8") to a twelve-inch (12") sanitary sewer line and a fifteen-inch (15") to an eighteen-inch (18") sanitary sewer line.
- Replacing and adjusting five (5) sanitary sewer manholes.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The Five Points intersection is a five-leg intersection on east side of the downtown area. The horizontal alignments of the legs of the intersection are offset to one another. The intersection of two of the approaches forms an acute angle of approximately 50 degrees. Three of the approaches have vertical alignment grades in excess of 11%. Total project length is approximately 1,300 linear feet.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

In 2000, Parsons Brinkerhoff described the level of service (LOS) for this intersection to be "less than a C." In 2001, LJB noted that the Five Points Intersection had an AM LOS of D and a PM LOS of C. The improvement planned for the Five Points Intersection will improve the AM LOS to an A and the PM LOS to a B, a substantial improvement. As the attached August 23, 2001 presentation from LJB demonstrates, the design capacity of this intersection improvement will continue to be a B LOS through 2021, based on population projections.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 29.1 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$_____ 39 %	290,420
State Funds Requested for Repair and Replacement	$_____ __%	
	447,426	
TOTAL PORTION OF PROJECT NEW/EXPANSION	~~$737,847 100 %~~	
State Funds Requested for New and Expansion	$_____ __%	

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	1 / 1 /2005	9 / 1 /2005
4.2	Bid Advertisement:	9 /15 /2005	10 /15 /2005
4.3	Construction:	11 /15 /2005	6 / 1 /2005

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

OFFICER	Fred Enderle
TITLE	City Manager
STREET	120 West Loveland Avenue
CITY/ZIP	Loveland, Ohio 45140
PHONE	(513) 683-0150
FAX	(513) 583-3040
E-MAIL	Fenderle@Lovelandoh.com

5.2 CHIEF FINANCIAL OFFICER

OFFICER	William Taphorn
TITLE	Director of Finance
STREET	120 West Loveland Avenue
CITY/ZIP	Loveland, Ohio 45140
PHONE	(513) 683-0150
FAX	(513) 583-3040
E-MAIL	Btaphorn@Lovelandoh.com

5.3 PROJECT MANAGER Tom Carroll

TITLE	Assistant City Manager
STREET	120 West Loveland Avenue
CITY/ZIP	Loveland, Ohio 45140
PHONE	(513) 683-0150
FAX	(513) 583-3040
E-MAIL	TCarroll@Lovelandoh.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

_X_ A certified copy of the legislation by the governing body of the applicant authorizing a designated Official to submit this application and execute contracts. **(Attach)**

_X_ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. **(Attach)**

_X_ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. **(Attach)**

_X_ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.**(Attach)**

___Capital Improvements Report: (Required by 164 O.R.C. on standard form)
- ___A: Attached.
- ___B: Report/Update Filed with the Commission within the last twelve months.

___Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.

Please note: **The City of Loveland is the entity that will grant the floodplain management permit, if required for this location. This cannot be done until the construction drawings have been completed, reviewed and approved. The City of Loveland will provide a copy of this to OPWC prior to the start of construction, if successful in this application.**

_X_ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

(see attached listing of all included items)

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Frederick E. Enderle, City Manager

Certifying Representative (Type or Print Name and Title)

Frederick E. Enderle 9/16/04

Signature/Date Signed

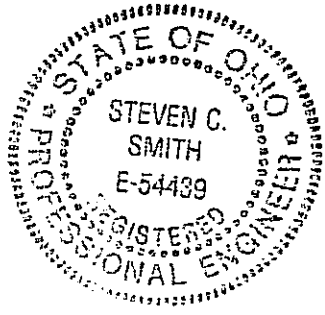
City of Loveland, Ohio
Five Points Intersection
Engineers Construction Estimate

August 9,2004

Item	Construction Cost			
	Unit	Cost	Quantity	Totals
Mobilization	LS	$6,000.00	1	$6,000
Construction Layout and Staking	LS	$3,000.00	1	$3,000
Maintenance of Traffic	LS	$8,000.00	1	$8,000
Tree Removal	EACH	$1,000.00	6	$6,000
Pavement Removed	SY	$5.66	4063	$22,997
Curb Removed	F	$2.82	2585.83	$7,292
Excavation	CY	$6.00	700	$4,200
Building Demolition	LS	$25,000.00	1	$25,000
Walk Removed	SF	$0.76	5000	$3,800
Utility Relocation				
Water				
8" WM	F	$60.00	1900	$114,000
HYDRANTS	F	$2,000.00	4	$8,000
Storm				
CB adjusted	EACH	$400.00	1	$400
Manhole	EACH	$2,500.00	3	$7,500
CB	EACH	$2,000.00	8	$16,000
12" Storm	F	$50.00	200	$10,000
Telephone	LS	$8,000.00	1	$8,000
Sanitary				
MH adjust	LS	$500.00	5	$2,500
Manhole	EACH	$2,500.00	5	$12,500
12" San	F	$40.00	1000	$40,000
18" San	F	$48.00	240	$11,520
Electric Relocation	POLES	$15,000.00	4	$60,000
Asphalt Pavement	CY	$85.00	399.92	$33,993
Bituminous Asphalt Base	CY	$85.00	1041.37	$88,516
Integral Curb and Gutter	F	$10.74	2585.83	$27,772
Traffic Island	SY	$39.27	13.40	$526
Paver Walk	SF	$10.00	6000	$60,000
Pavement Markings	F	$2.00	1370	$2,740
Signs, Flat Sheet	EACH	$73.55	5	$375
Signalization	LS	$70,000.00	1	$70,000
Landscaping/Lighting	LS	$10,000.00	1	$10,000
Sub Total				$670,631
10% Contingency			1	$67,063
Total Estimated Project Cost				$737,694

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THE PROJECT IS 29.1 YEARS.

Professional Engineer's Signature and Official Seal



The City of Loveland

120 W. Loveland Avenue
Loveland, Ohio 45140

FROM: **Wm. R. Taphorn, Director of Finance**
Please contact me if there are questions or comments
(683-0150, ext. 213 – phone mail is open 24/7)

RE: **Certification of Funds, Round 19 SCIP Application**

DATE: **September 3, 2004**

The City of Loveland will have revenue available from its Storm Water Utility Fund, Water Capital Improvement Fund and Road Funds for its 50% participation in the Round 19 SCIP grant for realigning the Five Points intersection and relocating various utilities in the intersection.

Bill Taphorn

The City of Loveland

120 W. Loveland Avenue
Loveland, Ohio 45140

September 15, 2004

To Whom It May Concern:

I hereby certify that the attached is true and accurate copy of Resolution 2004-48 passed by Loveland City Council on July 13, 2004.

Linda J. Cox, Clerk of Council
City of Loveland, Ohio

RESOLUTION 2004 - 48

A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR STATE CAPITAL IMPROVEMENT PROGRAM 2005 FUNDS AND EXECUTION OF PROJECT AGREEMENT WITH THE OHIO PUBLIC WORKS COMMISSION

WHEREAS, in order to be eligible for State Capital Improvement Program (S.C.I.P.) 2005 funds through the State of Ohio in conjunction with the Ohio Public Works Commission, it is necessary to file an application requesting said funds.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Loveland, Hamilton, Clermont and Warren Counties, Ohio;

Section 1. That the City Manager be and he is hereby authorized and directed to file an application for 2005 S.C.I.P. funds to the District Public Works Integrating Committee.

Section 2. That the City Manager is also authorized and directed to execute a project agreement with the Ohio Public Works Commission with respect to the utilization of such funds.

Section 3. This Resolution shall take effect from and after its passage.

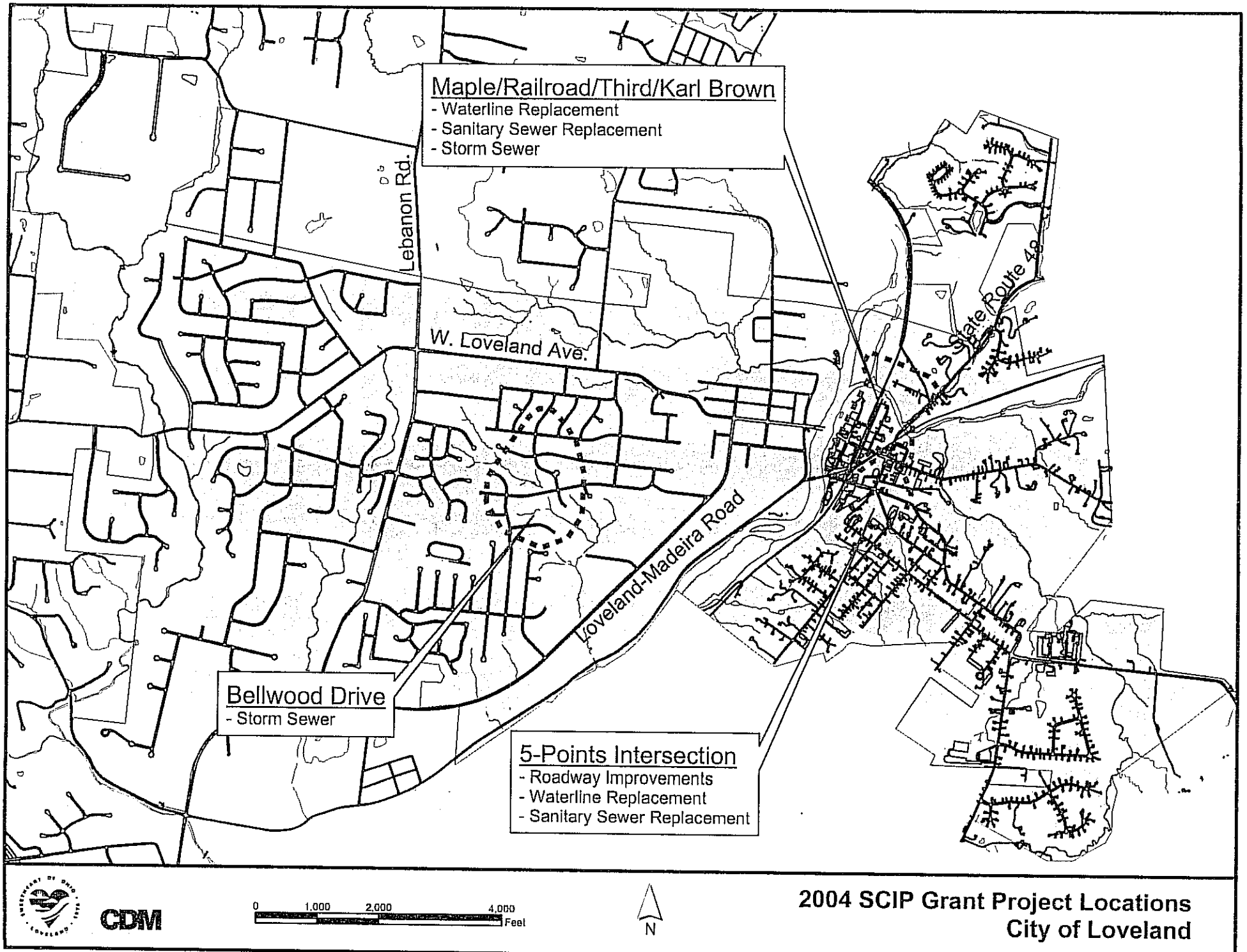
Mayor

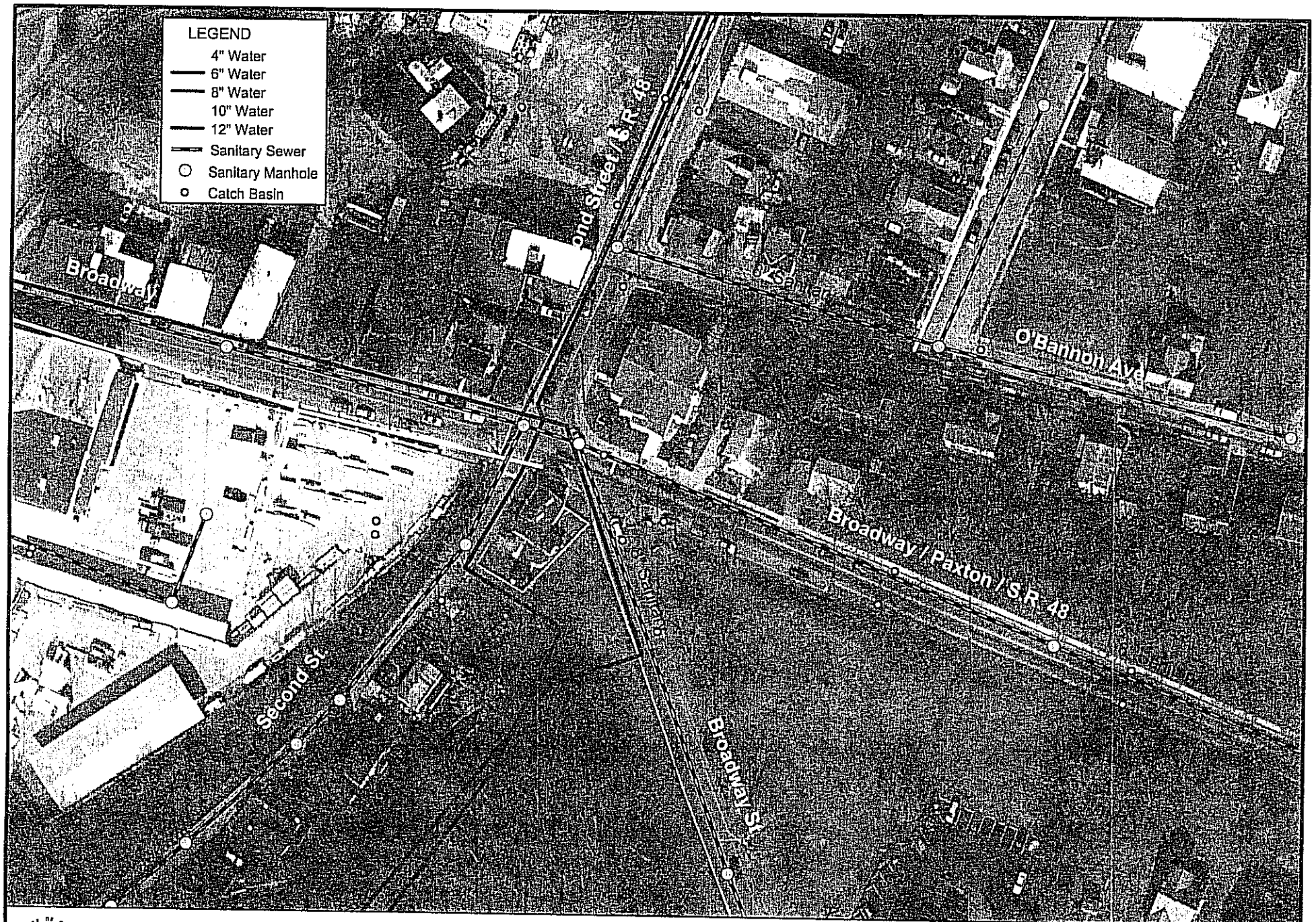
Clerk of Council

Approved as to Form:

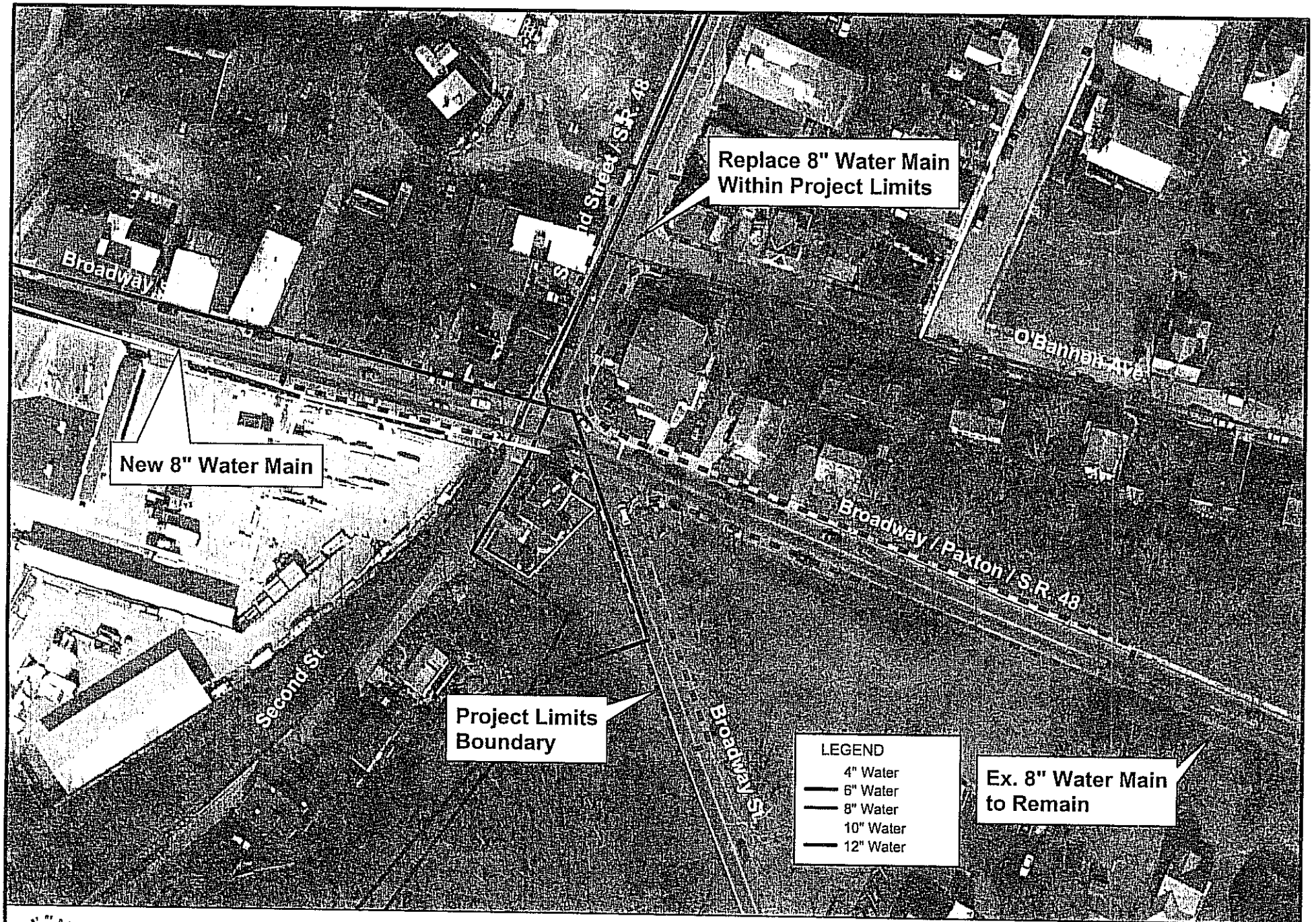
City Solicitor

Passed: July 13, 2004

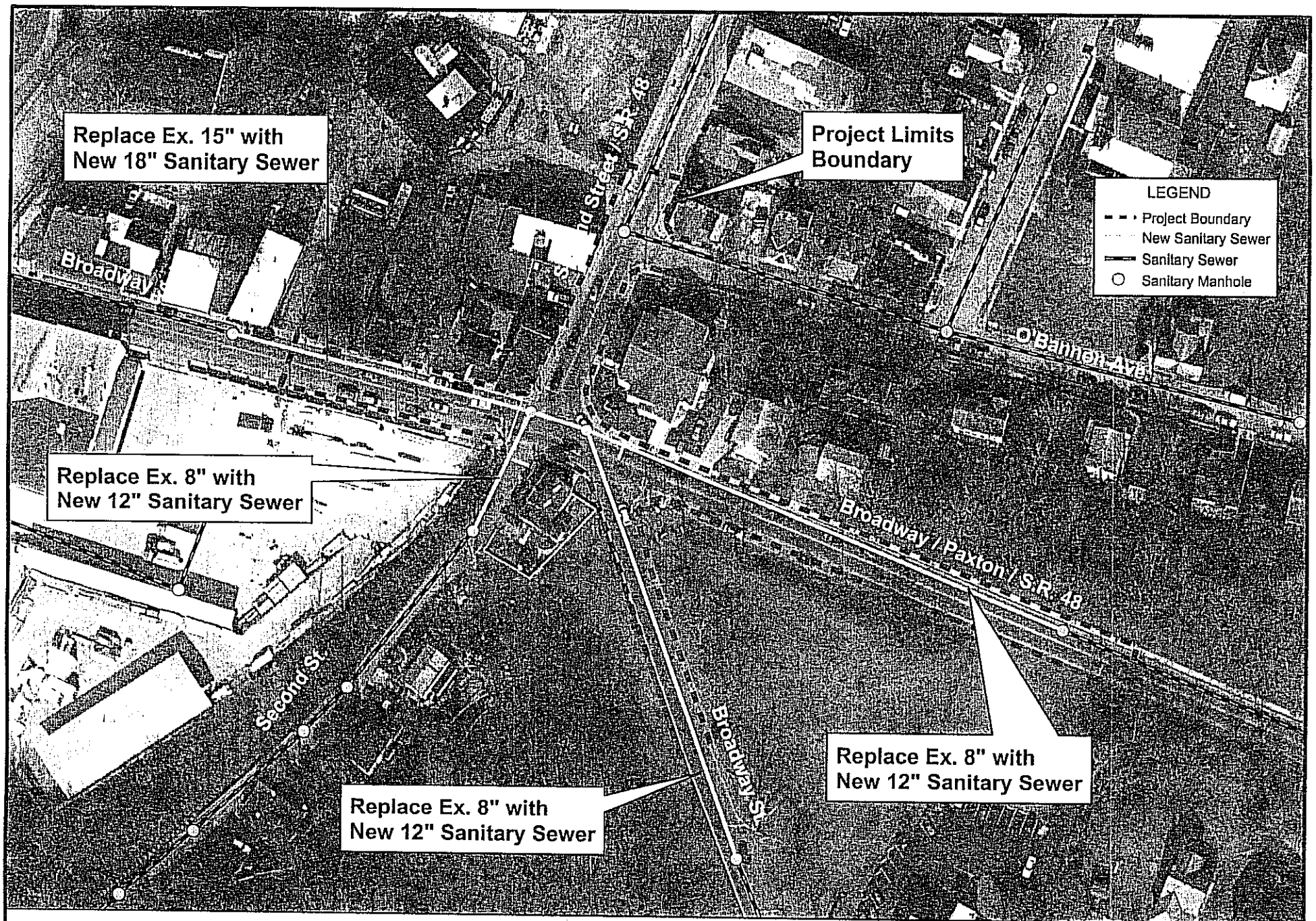

Maple/Railroad/Third/Karl Brown
- Waterline Replacement
- Sanitary Sewer Replacement
- Storm Sewer
Lebanon Rd.
W. Loveland Ave.
State Route 48
Loveland-Madeira Road
Bellwood Drive
- Storm Sewer
5-Points Intersection
- Roadway Improvements
- Waterline Replacement
- Sanitary Sewer Replacement
CDM
0 1,000 2,000 4,000 Feet
N
2004 SCIP Grant Project Locations
City of Loveland



Existing Utilities
Five Points Intersection



Water Main Replacement
Five Points Intersection



Sanitary Sewer Replacement
Five Points Intersection

The City of Loveland

120 W. Loveland Avenue
Loveland, Ohio 45140

September 15, 2004

To Whom It May Concern:

I hereby certify that the attached is true and accurate copy of Ordinance 2002-62 passed by Loveland City Council on October 22, 2002.

Linda J. Cox, Clerk of Council
City of Loveland, Ohio

Mayor and Council
513-683-0150
Fax 513-583-3040

City Manager and Development
513-683-0150
Fax 513-583-3040

Finance and Utilities
513-683-0150
Fax 513-583-3055

Building and Zoning
513-583-3045
Fax 513-583-3032

Police and Court
513-583-3000

Public Works and Recreation
513-583-3050

Income Tax
513-583-3035
Fax 513-583-3037

ORDINANCE 2002 - 92

AN ORDINANCE AMENDING SECTIONS OF
CHAPTER 52: WATER SERVICE,
OF THE LOVELAND CODE OF ORDINANCES

WHEREAS, the Loveland Code of Ordinances has established water service as indicated in Chapter 52: Water Service;

WHEREAS, the City staff has recommended to the Finance Committee and the Finance Committee has recommended to City Council changes to Chapter 52: Water Service;

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Loveland, Hamilton, Clermont and Warren Counties, Ohio:

Section 1. That Chapter 52.60 Water Rate Schedule, of the Loveland Code of Ordinances, Paragraph A., Subparagraphs 1 and 2, are hereby amended to read as follows:

(A) The following shall be the monthly rates charged for supplying water by the waterworks system:

(1) First 4,000 Gallons or Less:

Year	Rate
2003	$9.00
2004	$9.30
2005	$9.55
2006	$9.85

(2) Over 4,000 Gallons

Year	Rate
2003	$2.25 Per Thousand
2004	$2.32 Per Thousand
2005	$2.39 Per Thousand
2006	$2.46 Per Thousand

Section 2. That Chapter 52.16 Application for Installation of New Water Service; Impact Fees of the Loveland Code of Ordinances, Paragraph C, Subparagraph 2, is hereby amended. The following shall be charged for water installation impact fees by the waterworks system:

Year	Rate
2003	$2,700.00
2004	$2,800.00
2005	$2,900.00
2006	$3,000.00

Such water installation impact fees shall be increased by 26% when located outside the City, subject to the Hamilton County Water Area Agreement.

Section 3. That Chapter 52.61 Billing of the Loveland Code of Ordinances is hereby amended to read as follows:

Charges for services furnished the city and its inhabitants and other users by the waterworks system shall be rendered bi-monthly by the Director of Finance.

Section 4. That Chapter 52.62 Delinquent Accounts of the Loveland Code of Ordinances is hereby amended to read as follows:

The bill for any service rendered by the waterworks system shall be paid by the 15th of each month following the billing thereof, and if not paid within that time, a penalty of 10% shall be added thereto. If the bill is not paid in 45 days, together with penalty thereon, the Finance Department shall cause written notice of intent to discontinue service to be sent by regular mail to the water customer. The notice shall give the customer five (5) days to pay the delinquent account in full. If the bill is not paid in full within the five (5) day period of time, the Superintendent of Water shall cause the service to be discontinued; and it shall be resumed only on payment by the user of the full amount of the account, plus an additional $20 turn-on fee. If the bill is not paid within 90 days, the City Manager and the Director of Finance may certify the delinquent bill to the County Auditor for collection as and at the same time that other taxes and assessments are collected.

Section 5. The amendments contained herein shall be effective with water bills due in January, 2003.

Section 6. This Ordinance shall take effect from and after the earliest period allowed by law and all Ordinances or parts of Ordinances in conflict with this Ordinance are hereby repealed.

Mayor

Clerk of Council

Approved as to Form:

City Solicitor

First Reading: Oct. 8th 2002
Second Reading: Oct. 22nd, 2002
Passed: Oct. 22 2002

Sponsor: Administration

ADDITIONAL SUPPORT INFORMATION

For Program Year 2005 (July 1, 2005 through June 30, 2006), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? __X__YES _____NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired? Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.**

The Five Points Intersection is the intersection of Second Street (State Route 48), East Broadway (State Route 48), East Broadway (not part of State Route 48), Broadway Street, and Second Street (not part of State Route 48). The level of service (LOS) was a D in 2001 (see LJB report, attached). More than 13,000 cars enter this abnormal intersection everyday. Because of its irregularity, the intersection has 28 conflict points. From 1997 through August of 2004, the intersection has had thirty-one (31) accidents, including a head-on accident resulting in a fatality in 1999, and three serious (3) injuries in 1999, 2001 and 2002.

The existing all-way stop controlled intersection is confusing. Four of the legs accommodate 2-way traffic, while the south leg of Second Street is one-way towards the intersection. Poor geometry exists throughout the intersection. Minimal curb radii, offset alignment, relatively steep grades, and the close proximity of several buildings to the roadways contribute to the very poor operational levels of the intersection. Attached is a figure showing the existing configuration of the intersection.

It is worth noting that the City of Loveland acquired earlier in 2004 two properties to facilitate the realignment of this intersection: The True Holiness Church of God of Loveland office building located at 102 E Broadway and The True Holiness Church of God of Loveland Sanctuary located at 129 South Second Street. It is the City's plan to raze both structures as part of the road realignment. With these properties now in the City's control, the City can proceed with the much needed improvement to this poorly served confluence of five roadways.

The intersection has multiple utilities running through it, including significant water, sanitary sewer, stormwater, electric and telephone infrastructure. The four-inch (4") waterline along Broadway needs to be replaced with a new eight-inch (8") waterline. Existing eight-inch (8") and twelve-inch (12") sanitary sewer line needs to be replaced with fifteen-inch (15") and eighteen-inch (18") sanitary sewer lines, respectively. A replacement of a twelve-inch (12") storm drainage line is also planned as part of this project.

2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to

reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The Five-points intersection has twenty-eight (28) conflict points. From 1997 through August of 2004, the intersection has had thirty-one (31) accidents, including a head-on accident resulting in a fatality in 1999 and three (3) serious injuries in 1999, 2001 and 2002. According to the Loveland Police Division, the intersection is also the sight of many near-accidents (see attached letter from Sgt. Carl Ray of the Loveland Police Division). As the Loveland area continues to grow and develop, the LOS of this intersection is projected to worsen, leading to more near accidents, accidents, injuries and fatalities.

Also, the four-inch (4") water lines do not provide adequate fire flow protection for the area (see attached letter from Loveland-Symmes Fire Chief Otto Huber). Homes and other structures in this original downtown area are located close together and are made primarily of wood, making the need for additional water capacity even more important, as a fire spreads rapidly from one structure to another. The safety of the residents in this area will be greatly improved by an upgrade to eight-inch (8") water lines and a replacement of existing and the addition of new fire hydrants. In the case of a major fire in this neighborhood, the safety of the thousands of visitors to the bike trail that cuts right through the project area is also of critical importance.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The existing sanitary sewer line in the project area is, according to the Metropolitan Sewer District (MSD), unable to handle projected upstream effluent flows. Without a replacement, a sanitary sewerage spill is probable. Sanitary sewerage poses a significant health risk to residents in the area. (see attached US Congressional findings from US H.R. 2215 and the Natural Resources Defense Council on the health risks of untreated sewage). Also, as stated in the attached letter from Larry Moreland, the City's Public Works Superintendent, these water pipes are fitted with old-type lead joints, which pose a health risk for the residents in this area (see attached information on health risks associated with lead in drinking water from the U.S. Environmental Protection Agency). According to the EPA, drinking water contributes 10% to 20% of lead exposure to children in the United States, which is proven to cause brain, kidney and nervous system damage. The new lines will eliminate this potential concern for those residents served by these water lines and beyond.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Five Points Intersection Improvement

Priority 2 Maple Avenue Area Water, Sanitary and Storm Improvements

Priority 3 Bellwood Storm Drainage Improvements

4) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No ___X___ Yes _____ If yes, what user fees and/or assessments will be utilized?

The majority of the project is a general fund-supported project. Water fees will pay for the water line replacement portion of this project. Stormwater utility charges will pay for necessary storm sewer improvements

5) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The Nisbet Lumber yard (a 5.2 acre site bordering the Five-Points intersection) is vacant as of August of 2004. This site has been a lumberyard for approximately 100 years. While the City was sorry to see Nisbet's departure, we recognize that this property is a critical downtown redevelopment site. The replacement of the aging and undersized four-inch (4") waterline on Broadway is necessary for any residential, commercial or mixed-use redevelopment of this site. In addition to the redevelopment of Nisbet, the City would like to redevelop other downtown properties on Broadway which would be served by the new eight-inch (8") waterline, though no firm redevelopment plans have been put forth yet. See the attached article from the Cincinnati Enquirer from September 16, 2004 about development interest in these adjacent properties.

6) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

7) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

The City of Loveland has requested $100,000.00 in funding from the Community Development Block Grant (CDBG) Program be made available for this project. This funding request is part of the 2003-2005 funding cycle, and is administered by the Hamilton County Community Development Department. The City anticipates receiving approval for this request in 2005: It is important to note that the City has already received funding approval from Hamilton County for $100,000 of CDBG projects for the 2003-2005 funding cycle, but is now requesting that Hamilton County approve the reallocation of these funds for the Five Points Project instead of the three smaller projects already approved but not yet undertaken. If for some reason the reallocation of CDBG funds is not approved by Hamilton County, the City of Loveland will pay the remaining balance of the non-OPWC costs to reach the 50% match threshold.

8) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

Yes. The existing LOS for this intersection is D, and the proposed improvement will accommodate a LOS of B or better through 2011 (see attached graphic breakdown by LJB of future service demands). At least 200 new homes are slated for development within Loveland in Clermont County, 150 more in Warren County, and many more homes are being built in surrounding jurisdictions. Thus, the project will accommodate additional growth and development. As the attached August 23, 2001 presentation from LJB demonstrates, the design capacity of this intersection improvement will continue to be a B LOS through 2021, based on population projections.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS D **Proposed LOS** A (a.m.) and B (p.m.)

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

9) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 9 months

a.) Are preliminary plans or engineering completed?	**Yes** X **No**
b.) Are detailed construction plans completed?	**Yes** **No** X
c.) Are all utility coordination's completed?	**Yes** **No** X
d.) Are all right-of-way and easements acquired (if applicable)?	**Yes** X **No**

If no, how many parcels needed for project? 1 Of these, how many are:

Takes 0

Temporary 1

Permanent 0

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

As mentioned previously, the City purchased 102 East Broadway and 129 South Second Street earlier in 2004 to make this project possible. One temporary easement is needed for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 9 Months

10) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Yes. This project is on State Route 48, a major component of the transportation system for Loveland, Miami Township, Goshen Township, and the rest of Clermont and Warren Counties. The project is in between rapidly growing areas in Warren and Clermont Counties. The intersection handles more than 13,000 cars per day.

11) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

The City of Loveland's economic health is rated a six (6).

12) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

13) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: **ADT** 13,320 X 1.20 = 15,984 Users

Water/Sewer: **Homes** 750 X 4.00 = 3,000 Users

14) **Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee X Specify type Facilities User Fees

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax X Specify type Impact Fee

SCIP/LTIP PROGRAM
ROUND 19 - PROGRAM YEAR 2005
PROJECT SELECTION CRITERIA
JULY 1, 2005 TO JUNE 30, 2006

NAME OF APPLICANT: Loveland

NAME OF PROJECT: Five Points Intersection

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
(10) - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score _____

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
(20) - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

for acc data, go at least 15-20 (Avg 6/yr, 1 fatality) (22) had 5) See letter from police vote 12 upgrading water from 4" to 8"

Appeal Score _____

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
(0) - No measurable impact

Appeal Score _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25 - First priority project)
20 - Second priority project
15 -Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

Appeal Score

(10 – No)
0 – Yes

_____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment
5 – The project will permit more development
(0) – The project will not impact development

Appeal Score

0

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
(6 – 30% to 39.99%)
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

LOCAL = 36.4%

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
(2 – 10% to 19.99%)
1 – 1% to 9.99%
0 – Less than 1%

CDBG = 13.6%

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

EX. LOS D
2011 LOS B
reserve capacity for 2022

(10) – Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Appeal Score

_____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

(5 - Will be under contract by December 31, 2005) and no delinquent projects in Rounds 16 & 17
3 - Will be under contract by March 31, 2006 and/or one delinquent project in Rounds 16 & 17
0 - Will not be under contract by March 31, 2006 and/or more than one delinquent project in Rounds 16 & 17

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major Impact
(8) – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

SR 45

Appeal Score

_____

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

Appeal Score _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

18,984

Appeal Score _____

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above
3 - One of the above
0 - None of the above

$5

Impact Fee

Appeal Score _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project is specifically designed to secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.